

Section 10 Asset Class – Seattle Streetcars:

The Seattle Streetcars asset class is relatively new to SDOT and consists of:

- ✓ Streetcar System

Streetcar System:

The streetcar system consists of streetcars, paved trackway, station platforms and shelters, the traction power system, a train-to-wayside communication system, and a real-time passenger information system. The streetcars are maintained through a separate streetcar maintenance facility.

Current Inventory and Condition Rating and Performance:

Three (3) modern streetcars will serve eleven (11) stops along the 2.6 mile South Lake Union line and connect thousands of people to new homes, jobs, and other public transit systems, including King County Metro buses, Sound Transit buses, light rail, and the Monorail.

Initial ridership is estimated between 330,000 and 380,000 riders, increasing to over one (1) million once South Lake Union is fully developed. The streetcar will run seven (7) days a week at 15-minute intervals during the following hours:

- ✓ Monday through Thursday: 6:00 a.m. to 9:00 p.m.
- ✓ Friday and Saturday: 6:00 a.m. to 11:00 p.m.
- ✓ Sunday: 10:00 a.m. to 7:00 p.m.

The condition of the streetcar system is considered in “as new” or good condition and future condition rating of the system elements will be assessed using American Public Transportation Association (APTA) rail industry standards.

The estimated replacement value of the streetcar system is \$55.7 million.

Anticipated Growth:

SDOT is developing plans to extend the Seattle Streetcar system with a line serving First Hill, connecting the International District and King Street Station area to the Broadway district, where Sound Transit has a station for its North Link line. This line was funded in a Sound Transit ballot measure.

Useful Life and Life Cycle Costs:

The infrastructure facilities associated with the streetcar system have a 30-year design life. The streetcars have a thirty (30) year life, assuming major maintenance of components on a 5-7 year cycle. Life cycle costs will be further developed as part of a major maintenance plan to be developed in conjunction with Metro, the operator of the streetcar.

Maintenance Approach:

SDOT has entered into an interlocal agreement with King Country Metro for operation and maintenance of the South Lake Union line. King County Metro will perform preventive maintenance on the streetcars, the trackway, including rails, track drains, track switches, the traction electrification



South Lake Union Streetcar

system, including power substations and the overhead catenary system, and the streetcar maintenance facility. SDOT retains responsibility for maintenance of the station platforms and shelters, and the train-to-wayside communication system. SDOT also retains responsibility for major maintenance and replacement.

Performance Measures:

Performance measures have not been developed for the streetcar system.

Funding Requirements:

The operating and maintenance finance plan of the South Lake Union line is a result of an innovative partnership between the city of Seattle and King County Metro. Through an interlocal agreement, King County Metro will operate the streetcar and the city will retain ownership of streetcar facilities and vehicles. When Sound Transit's LINK Light Rail service becomes operational, King County Metro will contribute 75% of total operating costs minus the farebox revenue.

Unmet Funding Needs:

Unmet funding needs are not yet known. The Major Maintenance Plan will specify a major maintenance program and associated costs. Fund sources will need to be identified for the Major Maintenance Plan.